

TCR Program – Application Approval Project # 92 – August 2008

Regional	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line near Hanford in Kings County-Kings Park Track and Signal Improvements.		
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(\$ X 1,000)			
Estimated Project Cost:	\$21,028	TCRP Funds covered by application:	\$10,000
Total TCRP Funds Available:	\$10,000	Phases(s) covered by application:	all
Lead Agency:	California Department of Transportation	Implementing Agency:	California Department of Transportation
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TCRP allocations approved:	\$10,000	for Phase(s):	4
Advance approved:	\$0	for Phase(s):	N/A

Project Summary:

The purpose of this project is to improve travel times of Amtrak intercity passenger trains on the San Joaquin Corridor by constructing a second main track through the area. This will allow the passenger trains to pass through unimpeded by freight traffic and other Amtrak passenger trains traveling in the opposite direction.

This project is to construct a second mainline track and related signal improvements on a 5.8 mile section of BNSF-owned track on the San Joaquin Corridor between Shirley and Hanford in Kings County. Phase 3 funding from the STIP will provide for the acquisition of right-of-way to develop maintenance access roads. Phase 4 funding will be used to construct the second main track, upgrade existing sidings, realign existing track, construct or replace turnouts and crossings, and extend necessary bridges, relocate utilities as needed, and excavate and place embankment material and sub-ballast.

This project was placed on hold during the time the TCRP funds were suspended and other San Joaquin Corridor projects were under construction. Since that time, modeling of the corridor has been updated, showing that the highest of the top five priority projects for efficient intercity rail passenger train operations on the corridor is the Kings Park Track and Signal Improvements. The scope is being revised to construct this priority project, which is a portion of the original scope (between Shirley and Hanford). The change in scope consists of extending the double track to a continuous 10-mile stretch, rather than a 5.8 mile section, and removing right-of way acquisition, which is no longer necessary. Due to funding constraints, STIP funds for construction of this project are no longer available. To fully fund this revised scope, TCRP Projects #92 and #99.2 are being amended to add funds to these projects.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Studies, Environmental, Permits	9/00	10/02	\$154
2	Plans, Specifications and Estimate	9/00	10/02	\$617
3	Right of Way Acquisition			
4	Construction	5/08	5/11	\$20,257
Total:				\$21,028

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP# 92	State	Committed				\$10,000	\$10,000
		Proposed					
STIP-GFIIP	State	Committed	\$154	\$617			\$771
		Proposed					
TCRP# 99.2	State	Committed				\$10,257	
		Proposed					
	Totals:	Committed	\$154	\$617		\$20,257	\$21,028
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		Totals:	\$154	\$617		\$20,257	\$21,028

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Prior TCRP Action:

- The original application for this project was approved on May 9, 2002, under Resolution TA-02-06.
- An amendment to revise the scope, to update the project schedule and funding plan was approved on February 14, 2008 (Resolution TAA-07-46).
- Allocation of \$10,000,000 for Phase 4 on February 14, 2008 agenda was deferred until additional TCRP funds become available.
- Allocation of \$10,000,000 for Phase 4 was approved August 28, 2008 (TFP-08-01).

Status of Conditions: The following condition was set forth under Resolution TA-02-06:

- Allocation of funds contingent upon CTC review of the final Mitigated Negative Declaration and approval for future consideration of funding.

Discussion/Issues: No Issues. CTC reviewed the Mitigated Negative Declaration and approved the project for future consideration of funding on October 3, 2002, under Resolution E-02-45.